senting the best and most honorable section of the political party which is now dominant in the republic. He is one of the most eligible and useful representatives America could send to us at the present juncture of public affairs. We hope, as a result of his diplomacy, for a settlement of all outstanding differences with President Grant's government and the American people, and that this will be effected without compromising England's honor. We believe, also, that Great Britain will be able to satisfy the legitimate claims which the General may present to us, including the Alabama case. With re-

sent to us, including the Alabama case. With regard to the Alabama claims we would say specially

that all our national irritability has been eliminated

and the international interests of the two countries

FROM WASHINGTON.

The San Domingo Resolution.

WASHINGTON, Jan. 6 .- Notwithstanding the

apparent adverse vote in the Committee on

Foreign Affairs yesterday on General Banks'

San Demingo resolution, this gentleman is con-

fident that it, or one similar to that of the

Senate, will pass the House. It would appear from the representations of prominent friends of

annexation, the at least two Democrats of the House will vote or the appointment of a com-

The reports about the appointment of a com-

mission before the final action on the pending

proposition are authoritatively denied. It it

shall be passed next week in a concurrent form,

the names of the commissioners will be imme-

diately announced, and the vessel now in wait-

ing convey them to San Domingo. It is thought

tuat they can obtain all the information desired

in a few weeks, and return to Washington in

time for Congress to take final action on the

subject before the adjournment of the present

The San Demingo Business Postponed.

WASHINGTON, Jan. 6 .- Owing to the absence of

a number of the members of the Foreign Affairs

Committee to-day, the San Domingo business

was postponed until Monday. In the meantime

the committee will make a further examination

into the propriety of sending a commission.

They hope to get all the documents called for

by Mr. Sumner's resolution. The committee

now stands five to five. Unless one of them

The Additional Five per Cents.

not decide what action they would take with re-

gard to the Senate proposition for three hundred

million additional five per cents. The proba-

bilities are it will be reported early next week.

The Secretary has notified them that he is very

anxious to have the matter settled, so that he

can complete the plates for printing the bonds.

More Letters of Admiral Porter's.

It is understood that General Butler has two

more letters which Admiral Porter wrote to parties in New York denouncing Grant. These

letters are said to eclipse the one already

printed. Butler says he will make them public

in a few days. In the meantime the Admiral's

friends are working zealously for his confirma-

CONGRESS.

FORTY-FIRST TERM-THIRD SESSION.

WASHINGTON, Jan. 6 .- The Senate is not in

Mr. Whitmore, of Texas, introduced a bill to

create an additional collection district in Texas.

and to make the city of Sabine Pass a port of

entry, and a bill relating to the survey of the

The House resumed the consideration of the

resolution reported by the Committee on

Foreign Affairs in reference to the dispute be-

tween Minister Washburn and the late Govern-

New York Money and Stock Market.

New York Money and Stock Market.

New York, Jan. 6.—Stocks weak. Money easy at 6@7 per cent. Gold, 110½@110½. 5-20s of 1862, coupon, 108½; do. 1884, do., 107½; do. 1865, do. 108; do. 1865, do. 108; do. 1865, do. 106½; 10-40s, 106¾; Virginia 6s, new, 63; Missouri 6s, 89; Canton Co., 67; Cumberland pref., 25; N.Y. Central and Hudson River, 91; Erie, 22½; Reading, 98½; Adams Express, 64; Michigan Central, 118; Michigan Southern, 91½; Illinois Central, 138¾; Cleveland and Pittsburg, 104½; Chicago and Fock Island, 104¼; Pittsburg and Fort Wayne, 92¾; Western Union Telegraph, 44½.

LEGAL INTELLIGENCE.

THE NEW PUBLIC BUILDINGS.

Conclusion of the Argument.

Nachez and Angelina rivers in Texas,

ment of Paraguay.

was the other way.

session to-day, having adjourned to Monday.

House of Representatives.

The Ways and Means Committee to-day did

changes they will be unable to make a report.

pecial Despatch to The Evening Telegraph.

Despatch to the Associated Press.

session.

FIRST EDITION

The State of Saulsbury.

Message of One of the Family.

Important Railway Case.

The Penna. Central's Tributaries.

Alexandria and Fredericksburg RR.

Snowed Up on the Plains.

Etc., Etc., Etc., Etc

THE SAULSBURYS.

One of the Family, who is Governor of Delaware, Sends a Message to the Legislature of the Diamend State-Some Choice Extracts

We have been favored by Governor Gove Saulsbury with a neatly printed copy of his biennial message to the Legislature of Delaware. and append such extracts as are of general in-

The aggregate State debt now amounts to \$1,622,000, and the debt less the investments of the State \$557,850, a decrease of \$48,000 during the last two years. It appears that there has been paid to the Treasurer, under the opera-tion of the acts of the Legislature to provide revenue for the State, passed at the session of 1869, the sum of \$120,577.78, of which amount \$25,854 25 have been received, under the opera-tion of the law of 1864, from the Philadelphia, Wilmington and Baltimore, and from the Junction and Breakwater Railroad Companies. The Governor discusses the disagreements with the railroad companies at length, calls for legisla-tion on the oyster bed and fishing questions, recommends some modification of the law for fixing the boundary line between Pennsylvania and Delaware, and recommends the establishment of a penitentiary, the revision of the statutes, and some legislation in regard to the common school system.

On the subject of the recent election, he says: 'I have learned through the public prints, and also from the representation of reliable citizens, that there were on the day of the last general election in this State, persons at or near the polls in Appoquinimink Hundred, and several other voting places in this State, falsely claiming to act as marshals under authority from the Federal Government, and assuming the right to interfere with the lawfully chosen election officers in the discharge of their duties. I recommend the passage of a law making such an offense a felony, punishable with the forfeiture of the right of suffrage, with such other penalties as the Legislature may deem expedient and proper, and the application of its provisions to all who may secure, solicit, or ea-

courage the perpetration of such offense. SAULSBURY ON NATIONAL AFFAIRS. Under the head of "Federal Affairs," we find

the following choice commentary :-"The people of this State are deeply interested in the management of Federal affairs, and bave the right to insist upon a wise and just administration of the Federal Government under and within the limitations of the Constitution, and to demand that neither intimidation nor coercion be resorted to to defeat or nullify the wish of the people of any State or any number of States having the right to speak in reference to any question where the interests of the whole are concerned.

"In disregard of constitutional obligations, Congress and the Federal Executive have sought, by revolutionary means, to centralize and consolidate all political power in their own hands by attempting to control elections in the States. Without the power by direct act to amend the Constitution or alter its provisions, and unable to secure the voluntary consent of the number of States requisite for that purpose, they have forced some of the Southern States to consent to proposed amendments of the Constitution as a condition to representation in Congress, and have thereby nullified the legally expressed will of other States whose consent could not be secured, and whose proper and legal relations with the Federal Government have never been interrupted. Such action is a fraud upon the non-consenting States and upon the people of the whole country. It is a subject of congratulation, however, hat the people in the late elections rebuked these acts of usurpation and tyranny, and we may well indulge the hope that the spirit of true patriotism will assert its superiority over party subserviency, and remove from power the representatives of a political organization which has failed, during a period of five years of profound peace, to bring the country back to the healthy condition in which it found it at the

time of its advent to power in 1860." SAULSBURY ON SUFFRAGE.

On the suffrage question the Governor says: -"The question of suffrage has received so much attention for the past few years, and was so fully discussed in the late political canvass in this State, that I deem it unnecessary to do more than all ade to the subject. Until recently no political party in the country has ventured to claim for the Federal Government any authority to determine the qualification of electors in the State, or to interfere with the just rights of people of every State to determine matters connected with their own local elections. The 'fitteenth amendment, adopted by fraud and coercion, and in opposition to the will of the white people of the counhas been condemned 'by the popular voice in almost every State of the Union, and in none more signally than our own. Its effects upon both races must prove injurious, and it is to be hoped that its condemnation by the people of the country will, at no distant day, lead to its repeal as a part of the Federal Constitution.

IMPORTANT RAILWAY CASE.

The Investigation into the Affairs of the Alexandria and Fredericksburg Rudroad Comonny-The Pennsylvania Central Running a Virginia Hoad.

From the Richmond Dispatch, Jan 5. The Committee on Roads of the Virginia Levislature, at its session of January 4, in comoliance with the following resolution of the louse, took up the subject therein mentioned:-

Resolved, That the Committee on Roads, etc., be instructed to inquire and report to the House how many shares of the capital stock of the Alexandria and Fredericksburg Railroad Company have been regularly subscribed for according to law, and what payments in cash have been bona fide made into the treasury of the company on account of such subscription and not subsequently received therefrom by any of the said subscribers or by their authority; for how many shares of stock certificates have been asued by the said company or by any officer thereof, and for what consideration such certificates have been issued; also, to what amount, at their par value, the bonds of the said company have been issued, sold, or otherwise disposed of, and at what rate of discount; to whom the said

bonds have been issued, and what was the co isideration received for the same.

PRESIDENT ROBERTS TESTIFIES. George L. Roberts, President of the Alexandria and Fredericksburg Railroad, testified:— The attention of the Pennsylvania Central Railroad Company was attracted to this road from the fact that their line was locked up at Balti-more, and they were unable to make satisfactory arrangements to get freight and passengers through to Washington. That company is now building a line from Baltimore to Washing-ton under a charter from the Maryland Legislature. When we got to Washington we found we were still as bad off. There was a gap between Alexandria and Fredericksburg which there had been no effort to fill. It was subject to interrup-tion from ice in winter, and was unreliable. Parties approached the Pennsylvania Central with an offer to rell the franchise of the Alexandria and Fredericksburg Rallroad. Mr. Lincoln was the party, and said that he had control of the charter. We examined the matter, and found that the charter was imperfect; that \$100,000 had been expended on the road, and that \$210,000 had been issued by the company to pay for it. We told Mr. Lincoln that if he would get the charter perfected and made so as to extend to the end of the Long Bridge, and would bring us all the bonds and stock of the company, we would pay him \$80,000. In the early part of June, 1870, he brought to us the charter, perfected as we wished, except a proviso that the line from Alexandria to Washington should not be constructed until the line from Alexandria to Fredericksburg had been completed. This proviso, which was objectionable, he explained by saying that it was inserted by another interest to give them the advantage of a few months' more control of the traffic. We accepted the charter. Mr. Lincoln then brought us all the bonds, stocks, etc., of the company, and the resignations of the President and directors. I then gave him my check for We since changed a part of the location of the road and are now working on it. In the early part of the spring we thought we could make connection at Fredericksburg with the Ricemond and Fredericksburg Rallroad Company. Mr. Moncure Robinson told me that he owned stock enough in the Richmond,

Fredericksburg, and Potomac Railroad, and controlled enough held in Engiand, to carry any point he might promise. That company desired to build the first ten miles of the road, and Mr. Scott, our agent, agreed to it. I should not have done it. The agreement entered into between the Richmond, Fredericksburg, and Potomac Railroad was that the two roads should be run as a unit, and we should have the right to put agents anywhere South to solicit freight for any point North, the Richmond, Fredericksburg and Potomac Railroad Company to receive its pro Mr. Robinson submitted the proposition to Mr. Daniel, President of his road, and afterwards said it was rejected and gave several reasons for it, one of them that he owned several steamers, and the Pennsylvania Central might put freight down so as to render them useless. We then made another propostion-to lease the Richmond, Fredericksburg, and Potomac Railroad, and pay to the shareholders 7 per cent. This was refused. We then offered to buy out the stock at 50 per cent, above the market pribe. That was refused. We offered to buy his stock, and fixed the price at \$4,000,000. Of course this was out of the

question. We could build a road at half the money. He estimated the value of the road at \$3,000,000, and its not being taxed by the State at \$1,000,000 additional. We didn't believe that the State would long exempt it from taxation, and thought the value set was fictitious. then saw no other way but to apply to the Legislature, and we now propose to build a road from the end of the Long Bridge to Richmond to carry passengers from Richmond to Washington at one-half the price and in one-half the time. We are forced to ask this from the Legislature in view of our investments in Virginia. understood that Mr. Robinson was able to sink, and was sinking, his interests in the roads in which he was interested in order that he might make his property in steamboats more valuable. With reference to the legality of the com-

pany whose rowd we purchased, that question has been tried in two courts with, to us, successful results. We knew nothing, and suspected nothing, of fraud. All the agent who sold to us contracted to do, he did in good faith, and got his money. We have seen nothing to move us from our belief that the company was legal, and the transaction perfectly fair. All the stocks, bonds, etc., brought to us we investigated and believed to be correct; and believing so, we stand upon the legality of our position. THE MONEY ALREADY PAID BY THE PENNSYL-

VANIA CENTRAL. We have paid for this road \$80,000; \$15,000 for engineering and \$20,000 for a turnplke road which we intend to use. We supposed that if there was anything wrong in the original charter the Legislature would have cured it when it revived the charter. We never had any suspicion of fraud in the matter. It is one hundred miles by the road we wish to build from Alexandria to Richmond, about sixty miles shorter than the present route. Mr. Moncure Robinson is going on to build the ten miles of road, expecting to connect with us at the end

THE PENNSYLVANIA CENTRAL COMPANY HAS CONTRACTED TO TAKE \$400,000 IN BONDS of the Alexandria and Fredericksburg Railroad Company at par. It backs that road in its construction from Alexandria to Richmond. The money is already collected for that purpose, and is now out at interest (12 per cent). \$7 for coming here from Washington. carry passengers between Richmond and Washington at \$3.25, and passengers can Washington and return in a day. In relation to freights, I would say that the passenger rates on the Richmond, Fredericksburg, and Potomac Railroad are double what are charged on Northern lines, and the rates on freight rather more than double. The roads throughout the South charge more than is charged up North, which probably accounts for the condition of the Southern roads. If we are allowed to go on building the road from Richmond to the Long Bridge, we can finish it in fit-teen or eighteen months. There are 100 or 150 men at work on the road. The reason more is not under contract is the delay occasioned by relocating the road. 1 am Vice-President of the Pennsylvania Central road.

WEDDED WOE.

A Rich Petition for Divorce. The following is an exact copy, says the Mem-phis Avalanche of Tuesday last, of a petition for divorce recently filed in the First Chancery Court of this city. While it may be wanting in earnestness, there is no lack of humor:-W- vs. Randal W-, alias Ran-

Your petitioner, who has been for two years and is now a resident of Memphis, represents to your Honor that on or about 23d October, 1869, he was lawfully married with defendant, Randal W-, who sometimes calls himself Randal -, also a resident of Memphis, and has made him a dutiful and obedient wife. They lived together about two weeks; they were united as two clouds which meet at evening. They were two souls with but a single thought, two hearts that beat as one. For the first week he was kind and their lives were harmonious as music. Dur-ing the second week he was harsh, cruel, and inhuman in his conduct, and made it unsafe for her to live with him and be under his dominion and control. He was the worst kind of an Othello; threatened to drive her out of the house, and tried to force her to leave him. He then descried her, leaving her on the classic Hatchie, like "Anaden weeping by the waters," or like Dido, with a willow in her hand. He has never returned to charm her loneliness. Promises considered, etc., prays for such relief as your Honor may grant, and the complexion

NO THOROUGHFARE.

Snow-Bound on the Great Desert-Trains Between Kansas City and Denver-Loss of Life and Property.

A very heavy snow storm set it on the Kansas plains on the 14th of Decamber, and for weeks the extreme western part of the State has been impenetiable to railroad travellers. The trains on the Missouri Pacific and Kansas Pac-ac Railroads started westward regularly; but, until within a few days, no return trains arrived from

Denver. The train leaving Kansas City on the morning of the 14th penetrated Kansas about 300 miles when the snow came down so fiercely and swiftly that the engine could make no headway, and the train with perhaps 50 passengers lay helplessly in the vast plain of snow unable to go on or return. Fortunately Fort Wallace was not far off, and there was no danger of being starved or frozen to death. Here the more enterprising gentlemen set out buffalo hunting, and came back laden with game. An uneasy journalist, impatient with the delay, issued a daily paper, the Wallace News, which gives a sprightly record of the snowy blockade.

Trains leaving Kansas City later continued westward, but did not get to this frontier ren dezvous. Two trains succeeded in reaching Wilson's Creek, 289 miles west of Kansas City, where immense snow mountains impeded in ther advance. Snow-ploughs were telegraphed for, and a band of hardy brakemen and fire-men started back to a neighboring town for a stock of provisions to keep the passengers from starving. It remained there until the train of the 19th, from Kansas City, arrived, which transferred its passengers and returned. Leaving Black Wolf on Tuesday at 3 o'clock P. M., the train ran westward again to Wilson's Creek, when the engine and snow-plough ran ahead six miles to help out a freight train, which was done, and then the snow-plough, with two engines, ran off the track and went into the ditch, where they lay until Thursday (22d) morning, wl en a wrecking train arrived from Brooklyn to their assistance

On Thursday the train of the 20th arrived at Wilson's Creek on time, and then the trains all ran back to Ellsworth, seventeen miles, where the train of the 20th transferred its passengers and returned. Here they lay until Monday, the 26th, trains from the East arriving every day except Friday, the 23d-transferring passengers and returning. On Friday the train got stack in the snow at Fort Harker, and hospitalities were extended the passengers by the officers of the fort. The living at the restaurant was only passable, and had it not been for the supply of well-filled baskets there would have been no

little suffering.

Here the railroad officials telegraphed back to the General Superintendent at the end of the route, and, although the alarming strait to which the party were reduced was distinctly stated, no notice was taken of the message. On Friday, the 23d, a passenger telegraphed to the General Superintendent, telling him that he was anxious to get to Denver; had been delayed four days, and asked if his money would be refunded. The telegram was suppressed at Brookville. A telegram to J. M. Palmer, of Council Bluffs, asking if the Union Pacific Railroad was clear, was never heard from, and Mr. Slater, the sender, believes that it also was

suppressed. On Saturday a meeting of passengers was held in the sleeping car Wayne, at which Judge Watrous of New Mexico presided, and Mr. Gross of Carson acted as Secretary. A respectful telegram, asking for information and relief, was drawn up, signed and forwarded to the General Superintendent, but it received no reply. That night another telegram was sent asking proposed to pay any attention to what had been requested of him. He replied on Sunday morn-ing, saying that the train was better off at Ellsworth than it would be further west. On Christmas day a Christmas dinner was given the passengers at the company's expense. On Monday the train moved tardily forward, crawling slowly along through interminable wastes of snow.

Arriving at Ellsworth late in the evening, two or three trains were found snowed in and unable to get on. An effort was made here, how-ever, with all the engines and a number of cars detached, and by frantic exertions the forlorn travellers reached the pilgrims at Fort Wallace, who had started out days before en route to Denver. Here a locomotive coalition was again formed, and in time the accumulated trains reached their destination. The accidents in this painful pilgrimage were not numerous, the list of killed and wounded not exceeding six, all told. The destruction of railroad matarial was prodigious, and the companies will have re-ceived a wholesome lesson—as their shortsight edness and parsimony are largely responsible for the mishaps to the several trains.

- Boston's debt is \$16,263,124. Last year the increase was \$588.344. - Hon. Wilson Lumpkin, the oldest surviving ex-Governor of Georgia, died on the 28th ult. He was a native, of Virginia, and was born in

-The New Orleans Times doesn't want any qualified amnesty, insisting, with questionable taste under the circumstances, that the South must have general amnesty or none. -By a provision of the State Constitution the

people of Ohio will decide at their next regular election whether they will hold a convention for the revision of their Constitution.

—Petersburg, Va., complains of dry wells, one of the effects of the summer drouth. The

same complaint is made throughout the East Southerner, and a Virginian at that, is publishing what he calls a "humorous" history of the war of the Rebellion. Perhaps when that

is ended be will try to wrest a little fun from the burning of the Spotswood Hotel. -Thomas Higgs, an English peddler of pic tures in Charleston, S. C., made a bet, on the 27th ult., that he could drink all the wine a

companion would furnish. Higgs lost, and was buried on New-Year's Day. -The Portland (Me.) Transcript, on the authority of a lady in that city, who has visited London lately, and has means of knowing,

denies the current statements regarding the un

happiness of Jenny Lind's married life and the character of her husband. -The Macen (Ga.) Telegraph notes with pleasure that there "are not near so many negroes from the surrounding country hanging around the street corners' during the Christmas holidays as in previous years. It admits, also, that those who are in the city behave themselves in a very quiet and orderly manner -Some Kansas boys thought to have a little fun on Christmas day by playing war. So "the French" took refuge behind a hay-stack,

and "the Prussians" dislodged them by ing the stack. The question which now agitates the little community now is, whether the fathers of the Prussians or those of the French should pay for the stack.

-One of the first things saved from the burning Spotswood Hotel, in Richmond, was a huge stove in the rotunda, and one man carried that out somehow, although it was very beavy and almost red hot. A Richmond correspondent, by-the-way, thinks it a little singular that the safes, with money in them, were recovered so very soon from the ruins, while there was so much delay in beginning the search for the dead bodies.

-Vice-President Colfax has written a letter to the Springfield (Mass.) Republican, denying the report that he and Mr. Boutwell "took advantage of the holiday good feeling to make up their long-standing difference," inasmuch as there was and had been no difference to make up. Mr. Colfax adds: "At the opening of this term, Mr. Boutwell was the one, above all others, whom I hoped to see in the Cabinet; and his administration of the Treasury Department has been so successful that he is to-day the last one whom I would wish to see leave it.

SECOND EDITION

LATEST BY ELEGRAPH.

To-Day's Cable News.

THE MURDER OF GENERAL PRIM

Prim's Suffering and Fortitude.

Excitement

MINISTER SCHENCK'S MISSION. The San Domingo Resolution

Financial and Commercial

Etc., Etc., Etc., Etc.

FROM EUROPE.

Full Particulars of the Assassination of Gene-London, Jan. 5.—I have received a letter from the special correspondent of the Herald in Madrid, under date of the 29th of December, as follows:— THE MARSHAL KILLED-ANNOUNCEMENT IN THE OPERA

HOUSE. I was in the Madrid opera house when the news of General Prim's murder first reached us—that is, when it was reported to the public at large. Selva was singing in Robert le Diable. The house was

The curtain had just fallen on the first act. As the audience dispersed temporarily and strolled into the lubbles a Government messenger rushed in. lle was almost breathless with excitement, inquired for a high official of the State who was enjoying the pleasure of a holiday evening in the theatre. He found him quickly.

Instantly, and as if by magic, after the messenger and the executive officer had spoken, the cry went forth all over the house, "Prim has been shot! Prim has been assassinated:"

PRIM'S ADJUTANT INTERVIEWED. I sought an interview of Prim's adjutant and presented myself to that officer. He received me most attentive consideration and courtesy.

THE OFFICER'S TESTIMONY. From this gentleman I obtained the first connected report of the occurrence of the murderous outrage. He witnessed the scene of the assassination, having

occupied a front seat in the carriage which bore the Marshal to his death.

The officer told me that there was a moment's delay experienced in entering the vehicle. As if in instinctive obedience to his fate, on the afternoon of the debate in the Cortes, the day he was shot, Prim entered his carriage at the hour of half-past 7 o'clock and drove rapidly to and through the Prada to the street Calle del Turco, this being the shortest, if not the nost direct, route from the Parliament House to the War Office building.

NEARING BIS DOOM Arriving at the point where the Calle del Turco ebouches into the Alcala, the very broadest street in Madrid, a narrow passage, the only one in the locality, was found to be obstructed. Two hired cabs, which had been drawn up at a halt, barricaded the sidewalks on the right and-left of the Lieutepant Moya-the Adjutant of my informant

dropped down the carriage window glass nearest to them and looked out into the street. The Adjutant was in time to see two men, carrying each a gun. The arms were concealed under their long and flowing Andalusian cloaks. THE MURDERERS' ADVANCE,

These men were just then advancing from the hadow of the barricading cabs towards General Prim's carriage. WORDS OF WARNING-THE FATAL FIRE

The Adjutant drew back immediately. He had barely time to cry out the words, "Stoop, General, they are going to fire!" when the muzzles of two old-fashioned long guns, or Spanish blunderbusses, were dashed into the very body of the carriage through the windows on either side, shivering the panes with a loud crash.
The contents of the fowling-pieces were discharged point-blank at the occupants of the back

seat of the vehicle, who must have been almost un-distinguishable at the moment by reason of the ESCAPE OF THE MURDERERS.

The assassins darted back immediately after deivering their fire. They ran under cover of the cabs which have been already mentioned, and so made their way round a corner into the Alcala.
Prim's coachman, who was on the box seat of his carriage, is said to have even lashed them with his carriage, is said to have even lashed them with his whip, so near had they come to his wounded master, until they fied; but this part of the story is doubtful. He had scarcely time to act so, for the work of the murder was almost instantaneous as The coachman dashed the horses forward against a number of cabs, upsetting one, and drove with hot baste to the War Office, where the wounded

men alighted. THE GENERAL'S EXCLAMATION. Prim simply remarked to the sentinel, "I am wounded, but not much."

AT HOME. He mounted the stairs unaided, steadying himself with his unwounded hand. Surgeons were immediately summoned, and an examination showed that his shoulder was riddled with eight gunshot wounds, and that the third finger of his right hand was

scattered. It was said that evening the finger was immediately amputated. This has been contradicted.

The shoulder injuries were found to be most rated to various depths. Four or five near the surface were extracted. Long and painful probing was necessary to find the others. One remained

under the edge of the scapular bone twenty-four The sufferer bere the operation with calmness, conversing in the meanwhile, and only complaining of having to lie with his face downward.

Immediately after it was announced that there was no danger he commenced smoking eigarettes and canvassing events. THE WOUNDS. The carriage bears the marks of the closeness and the murderous character of the fire. The lining is

burned and bloody, the glass frame is shattered, the sides are riddled, and we can readily believe poor Captain Nandin, the aid, who rode beside the Gene ral, when he says that he threw up his hand to ward off the weapon from his chief and received the reward of his soldierly devotion. But nobody thinks of him except for a moment. THE COUNCIL. Within an hour after the operation had been per-formed on Prim the members of the Cabinet Council

were at the Marshal's bedside, Serrano, with his pale face and portly form, occupying the place of honor. Besides the ministers, there were present the leaders of the opposition. Rosas, the eloquent orator and advocate of Montpensier, left a sick bed to be pres-

advocate of Montpensier, left a sick bed to be preaent, and one of the military governors of Spain rose from a bed of sickness, which was supposed to be his death bed, to attend upon his chief.

In all that strange scene the principal attention centred on Topete, the hrave, honest, blunt old sallor, who was one of the first on the spot, and who came fresh from the Legislative Chamber, where, only five days before, he had hurled denunciations at Prim and his Government for their faithlessness to the revolution. When all were assembled, Serrano proposed a new Cabinet fitly to receive the King and to fill the vacancies occasioned by previous resignations and Prim's mishap. He named Topete, the salior, and Ayala, the poet, both Montpensierists. The London "Times" on Minister Schenck

LONDON, Jan. 5.—The London Times publishes this morning an editorial on the subject of United states Minister Schenck's mission to the Court of St. James, and the existing relations between Great Britain and America generally.

The Times write r says:—General Schenck comes among us as Minister of the United States, repre-

Supreme Court in Banc-Chief Justice Thompson and Juoges Read, Agnew, Sharswood, and Williams. This morning Mr. Biddle concluded he argument for the complainants in the case of the public buildings. He referred to the assertion made by Mr. Meredith that Penn had made a dedication of Penn Squares to the people, to be used as a site for public buildings, and that dedication had never been interfered with. He said this was entirely incorrect, that no proof of it could be adduced; in fact, all the proof

But admitting the truth of the allegation.

simply for the sake of argument, yet there was nothing in the grant compelling the people to erect public buildings there. The words of the dedication as quoted by those who advanced it, the lines upon the plans that were drawn at the time, and every circumstance attending the matter, went conclusively to show that it never was the intention to have a huge pile of stone and mortar thrown up right at the intersection of what were then the two great theroughfares of the city. Then he maintained that such a body as this commission had not the power to make this contest without the sanction of City Councils. He also spoke of the enormous power of taxation given to these few gentlemen who were responsible to no one, a power that might readily he used to an extent that woule amount lite-rally to confiscation. Then he argued the act of 1866, commanding the removal of railroad tracks from Broad street. The preamble to this act said that its object was to remove all obstructions from the great street, and preserve it foopen as a promenade and carriage-way. forever not this a promise by the Legislature that no such edifice as the proposed one should ever be erected in the centre of Broad street? defendants proceeded with their work, would they not do an illegal thing? And to this wrong and injury these private citizens, who would be damaged, had a right to be heard in court, notwithstanding all that had been said to the contrary. He thought the law on this point exceedingly plain. Citing numerons authoritles for his positions, Mr. Biddle closed, and the case was held under advisement.

Robbery.

Court of Quarter Sessions-Allison, P. J. This morning John Clark was convicted of the charge of highway robbery. It was in evidence that a stranger from Bristol, who was dence that a stranger from bristol, who was about to take an evening train for home, went into Tom Holland's den, in Water street, to get a drink, not knowing the character of the place. The prisoner and a confederate followed him out to the street, where they knocked him down, choked him, stole his gold watch, and ran away. He gave chase, and succeeded in having Clark arrested.

Rosanna Maginnis plead guilty to the charge of selling liquor to minors.

AFTER A DUKE.

Attachment Asked Against the Chleage Pre-perty of the Profligate Dake of Brunswick. Some years ago a great sensation was made in Parisian circles by the splendid equipage and magnificent style of living of Charles, Duke of Brunswick. The accounts of his possessions in the shape of jewelry and articles of vertu could only be equalled by the fabulous wealth of Aladdin. When he went out to the receptions of aristocratic friends, it was told of him that he would appear in a dress suit blazing with diamonds, and that it was the most valuable perquisites of the laquais de place to pick up the personal adornments he had shaken off during the previous night. The Duke has had some law business to transact in this country, and his affairs were in the hands of a New York law firm, Noyes & Tracey. This firm dissolved partnership in December, 1864. At that time the partnership consisted of William Tracey, Frederick S. Talmadge, Charles S. Whitehead, William Curtis Noyes, and Elbridge T. Gerry. On the death of Noyes the partnership was broken up, and subsequently Gerry transferred to then up, and subsequently Gerry transferred to Talmadge and Whitehead all his interest in the business of the firm. Included in the business so transferred were the claims against the Duke of Brunswick, amounting to the sum of \$5000, for the prosecution of his lawsuits in this country. At the time of the winding up of the business, this bill was sent over to the Duke of Brunswick. His Grace lives near Paris, and occasionally spends a part of his time at Brussels. Whether the letter enclosing the account miscarried or not does not appear; but six years have elapsed, and no answer has been forthcoming. The statute of limitations may soon oper to the detriment of the Duke's credit on this side of the Atlantic, and naturally his attorneys are anxious to avoid so great a calamity by their noble client. They have, accordingly, entered a suit in the Superior Court in Chicago, claiming the total of their bill, with interest up to date, amounting altogether to \$7077-50, and pray an attachment against property belonging to him in the State as security for the judgment they hope to obtain.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Friday, Jan. 6, 1871.

The local money market has not changed in any important feature. The demand is moderatively active on speculative account, and there is considerable drain Westward in the interest of the pork-packers, so that the banks find employment for all their available funds without much difficulty. Call loans are in demand at 51/2661/4 per cent. on good collaterals, and discounts range at 7/69 per cent., with little doing either at the banks or outside.

The gold market continues singularly quiet and steady, with sales from 110% to 110%. In Government bonds there is rather an unsettled feeling, but the tendency is generally

upward. A large business was done at the Stock Board at a general advance. State 6s, third series, sold at 105. City 6s, new bonds, sold at 100½, and the ante-war issues at 10134@10134. Old bonds were taken at 100. Lehigh Gold Loan was disposed of at 80½@86½, the latter for the

Reading Railroad was quiet and weak, with sales at 49:31@49%. Sales of Pennsylvania at 62%; Lehigh Valley at 60; Norristown at 75%; Camden and Amboy at 119; and Philadelphia and Erie at 26% In canal shares there was a lively demand for

Lebigh, with sales at 33% @34, the latter b. o. 7 was bid for Susquehanna and 161/4 for Schuylkill preferred. The balance of the list was quiet but firm.

Mechanics' Bank sold at 3114 and Central Transportation at 50. The North Pennsylvania Railroad Company has declared a dividend in scrip of 5 per ceut. PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street. FIRST BOARD. \$400 City 6s, N. c. 100 \(\) 50 sh Minehill. is. 51 \\
\$2500 do. is. b5.100 \(\) 42 sh Read. .trf is. 49 \(\) \(\) \$1000 do. .b5.100 \(\) 20 do. .is. 49 \(\) \$1000 do. .bs.100 \(\) 4300 City 6s, Old is.100 200 do. is. b30. 49 \(\) 40.01 \$4200 City 6s, prior to '62.1s.101% do.....830. 49% 10 sh Mech Bank .. 314 8 sh Penna RR .. 623 \$500 C & A m 68, S9 94% \$1000 do...... 95 \$800 do.... 90 \$5000 Am Gold...c.110% 59 sh Norrist'n R... 100 sh Leh Nav St... \$500 Read 68, 43-80. \$2000 O C & A R 78. 78% \$1000 do ... 78% \$5000 Leh 68 gold is 86% do...s.b60. 34 do..... 833

MESSES. DE HAVEN & BROTHER, No. 40 S. Third MESSRS. DE HAVEN & BROTHER, NO. 40 S. Third street, Philadelphia, report the following quotations:
—U. S. 6s of 1881, 110@110%; do. 1862, 108@108%; do. 1864, 1073@108; do. 1865, 1073@108; do. 1865, new, 106%@107; do. 1867, do. 1073@107%; do. 1868, do. 1073@107%; 10-40s, 106%@106%. U. S. 30 Year 6 per cent. Currency, 109%@110%; Gold, 110%@110%; Silver, 105@107; Union Pacific Railroad 1st Mort. Bonds, 726@735; Central Pacific Railroad 1st Mort. Bonds, 726@735; Central Pacific Railroad 895@905; Union Pacific Land Grant Bonds, 560@580.

Philadelphia Trade Report. FRIDAY, Jan. 6 .- The receipts of Flour are very

moderate, and the stocks greatly reduced, hence holders are firm in their views. The demand is chiefly f.om the home consumers, whose purchases foot up 4000 barrels, including superfine at \$4.50@ 4-75; extras at \$5@5-25; Northwestern extra family at \$6@675; Pennsylvania do. do. at \$5@650; Indiana and Ohio do. do. at \$6.25@7.25; and fancy Southern and Western do. do. at \$7.50@8. Rye Flour sells at \$5.12%@5-25. In Corn Meal no sales were reported.

were reported.

The market is poorly supplied with prime Wheat, and for this description a steady demand prevails at full prices. Sales of 2000 bushels at \$1:50 for Indiana red; Pennsylvania do. at \$1:50 for common up to \$1:45 for prime; Ohio do. at \$1:50 for common up to \$1:45 for prime; Ohio do. at \$1:50 for common up to \$1:45. Rye is nominal. Oorn is coming forward more freely, and prices are hardly so strong. Sales of yellow at 77@78c., and 6000 bushels high Western mixed at 75c. Oats are quiet but firm. Sales of Pennsylvania and Western at 76@57c., and Delaware at \$5:40. \$5c.

In Barley and Malt no sales were reported.

Seeds—Cloverseed sells at 11@11½c. perlb.; Timothy and Flaxseed are nominal. We quote the former at \$5:50, and the latter at \$2:62 10.

at \$5 to, and the latter at \$202 10. Whisky is scarce and firm. Sales of 50 bbls. West tern iron bound at 94c.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Telegraph.)
NRW YOFK, Dec. 6.—Arrived, steamships Algeria and Helvetia, from Liverpool.

PORT OF PHILADELPHIA.....JANUARY 6 STATE OF THERMOMETER AT THE EVENING TELEGRAPH 8 A. M...... 48 | 11 A. M...... 48 | 2 P. M....... 51

CLEARED THIS MORNING.
Steamship Hercules, Doughty, New Orleans, Reading Railroad Co.

Brig Nancy Ross, McLellan, Gibraltar, J. H. Atwood. ARRIVED THIS MORNING. Steamer Benefictor, Sherwood, 24 hours from New York, with mose to John F. Ohi.

Bark Laura Maria, from Liverpool, remains ashore at Tinicum this morning. City Ice-boat No. 1, after being unsuccessful in her attempts to get her off last night came up to the city, and went down again this morning with stevedores, to discharge a portion of the bark's cargo of salt.

Ship Plymouth Rock, at New York yesterday from London, via Isle of Wight, reports:—Dec. 28, Robert McClintock, seaman, a native of Philadelphia, fell from the foretorgaliant masthead on deck and was

MISCELLANY.

from the foretog gallant masthead on deck and was instantly killed.